



**KINGSTON
WATER
FRONT**

Volume Two
Master Plan

Vision

Kingston's waterfront is a place where all residents and visitors can participate in a variety of land and water-based pursuits along an integrated system of exceptionally designed spaces and connections that contribute to the vitality of its natural and man-made systems.

This vision is realized through three core mandates: Connections, Access and Enhancements.

Connections

Capitalize on opportunities for existing and new linkages to improve the overall connection of waterfront spaces for all people.

Access

Manifest the spirit of engagement with water and increase access to elements such as water, nature, and recreation for all people.

Enhancement

Enhance and protect both the terrestrial and aquatic environments.



Figure 75: 2014 CORK Regatta

The Waterfront Code

Ten Key Ingredients to Waterfront Development

The waterfront code along with its ten components serves as a blueprint to enhance Kingston's waterfront over the next 30 years and beyond. These criteria should be applied as layers in the planning design, and implementation process in all waterfront projects.

1. Engaging the Watershed

Water is a critical aspect of life. Not only from a physical dependence but in terms of people's social, emotional and spiritual connection. Kingston's waterfront has been at its core since before it was Kingston and is a key reason for its location. The confluences of Lake Ontario, the St. Lawrence River and Cataraqui River have historically been important from a transportation standpoint for First Peoples and the waterfront ecosystem provides key aquatic and terrestrial habitat for a wide array of wildlife.

Given the waterfront is a special place for everyone, all future waterfront improvements should acknowledge water's intrinsic value and advocate for the importance of water on a higher level:

- Manifest the spirit of engagement with water by allowing for the experiential quality of touching, feeling and entering the water where possible;
- Recognize water's spiritual qualities and incorporate subtle opportunities for remembrance, celebration, ceremony, reflection; and,



*Figure 76: (top) Picnicking
Figure 77: (middle) Paddling
Figure 78: (bottom) Sailing*

- Explore opportunities for signage and promotional to educate people about the importance of water and associated infrastructure.

2. Back is the New Front

Like most post industrial cities, waterfronts were once the workhorses of the industrial age. Similar to loading docks of today's trucking industry, these spaces were treated as functional work spaces with little attention to other waterfront requirements.

While a waterfront needs to be functional, future work should change the focus and create a front edge to waterfront that is exciting and inviting. Some of the key elements to examine:

- Relocate parking away from the waterfront where possible;
- New architecture should address the waterfront in a pleasant and sympathetic manner, enhancing the experience for the user without obstructing views or access;
- Buffer current utilitarian uses; and,
- Revitalize neglected industrial spaces.

3. May I Enjoy the Waterfront too?

A waterfront is for all users. Future project work should allow all users the enjoyment and experiences along the water by exploring the following criteria:

- Incorporate inclusive waterfront experiences for all groups;
- Promote access for people with limited mobility through the incorporation of current accessibility guidelines; and,
- Provision of convenient located seating

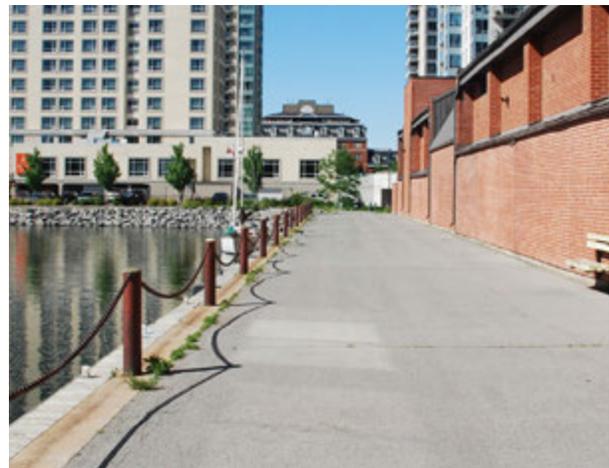


Figure 79: Examples of development turning its back to Kingston's waterfront

areas.

4. Engage the History/ Promote the Culture

Kingston's rich history and vibrant cultural scene is to be included as part of the overall project development. Some key criteria:

- Create opportunities for art and culture into the waterfront experience.
- Provide space for ceremonies and celebrations to experience the reverence and opportunity of water.

5. Are You Listening?

All residents and groups should have equal opportunity to be engaged in the design process. An interactive design process will be key to developing a successful waterfront. Key criteria:

- Create a culture of engagement with the community as a core component of all project work; and,
- Reach out and encourage engagement from all segments of the community through alternative methods of engagement (i.e. social media, local events, festivals).

6. We Want More Access to the Water!

Increased waterfront activity is a positive goal with significant spin-off benefits. Improved access to Kingston's waterfront will create a momentum that will create a vibrant waterfront that will carry through to improve other aspects of the community. Key considerations include:

- Manifest the spirit of engagement with water and Increase access to elements such as water, nature, and recreation for



Figure 80: Fort Henry

all people;

- Capitalize on opportunities to improve land access from the water; and,
- Access to the water for recreation and leisure activities – such as boating, swimming, kite boarding, fishing etc. – as opportunities arise for the acquisition or/ consideration of acquisition of waterfront parcels.

7. Protecting The Waterfront Ribbon

The waterfront edge is a continuous ribbon of greenspace adjacent to the bluespace. The protection of this ribbon and it's intrinsic connection to the people of Kingston is paramount. Key criteria include:

- Protect and enhance the terrestrial habitat by adopting proposals that repair the riparian edge, restore shorelines and improve and/or create habitat;
- Integrate opportunities for aquatic habitat creation; and,
- Protect and enhance the aquatic habitat through cooperation with stakeholders, the Cataraqui Region Conservation Authority, and Provincial and Federal Agencies.

8. Elevate the Water Experience

Waterfront is a place where experience is intrinsic to location. This required need for experiential quality is universal across multiple interests, user groups and expectations. Some key goals:

- Create exceptional experiences along the waterfront through – for example – social interaction, vistas, learning about heritage:



*Figure 81: (top) Turtle on Kingston's waterfront
Figure 82: (middle) Fishing on the Cataraqui River
Figure 83: (bottom) Signage for the Waterfront Trail at Grass Creek Park*

- Promote social interaction on the waterfront;
- Increase opportunities for waterfront recreation including but not limited to walking, cycling, jogging, boating, kite boarders, fishing, swimming and general fitness; and,
- Explore opportunities for incorporating ancillary amenities including but not limited to seating, lookouts, rest rooms, and trail heads along the waterfront.

9. Will I Feel Safe?

Improved access and encouraging use of the waterfront is a positive goal. Improved access has a number of spin-off benefits including safety. Volume of use creates a momentum that will carry through to other projects. This includes:

- Promoting a safe experience along the waterfront by encourage access and use;
- Installation and use of strategic lighting with consideration for minimizing the impact of excessive levels of lighting; and,
- Incorporating signage and wayfinding throughout the waterfront.

10. Maintainable

An important criterion to any project is how the project is maintained following construction. Some important criteria of how the new project will fit into the future capital maintenance:

- Meet with relevant maintenance staff during the planning stage of a new project
- Ensure budget/staff are sufficient to successfully maintain the project addition.



*Figure 84: (top) Paddle Boarding
Figure 85: (bottom) Sailing on Lake Ontario*

The Vision and the Waterfront Code both form the framework to which each project during the design process will be referencing. Both will drive the policy framework ensuring future work will be congruent with the overall Master Plan direction.

Effecting Policy

Effective policy aids in the relationship of the high level waterfront vision and code with the reality of waterfront development, budgets and requirements.

Current Policy

There are a number of master plans and related policies in place that need to be considered in implementing the Waterfront Master Plan, as they are closely tied to its past, present, and intended future. These documents, and their relationship to the Waterfront Master Plan, are summarized below and should be consulted for details in their application to individual projects.

These policies include:

- Parking Access Strategy;
- Cash in lieu of Parkland;
- Boating/Small Craft Access Strategy;
- Public Art;
- First Peoples;
- Heritage;
- Conservation; and,
- Land Access.



Figure 86: (top) Confederation Park with City Hall behind

Figure 87: (bottom) Anglin Bay Parking lot

Parking Access Strategy

Parking is to remain a consideration for all waterfront projects to ensure convenient access and appropriate supply of parking for all users. Future opportunities to integrate waterfront project-related parking with the transportation master plan is encouraged with a focus on relocating existing parking out of waterfront spaces and back from the water's edge should be considered during the design of waterfront spaces. The relocation of parking should consider protecting/preserving/restoring views of the waterfront, accessibility requirements, and providing bicycle parking.

Cash in lieu of Parkland

As a condition of waterfront land development, an area of separation or setback may be required from natural heritage features, their ecological functions or all land within the regulatory floodplain as protection from negative impacts of development or site alteration. This buffer land would be constrained by conditions restricting its use.

The reduction of parkland conveyance requirement in exchange for buffer land conveyance, to the City, along major water bodies may be considered under Parkland Dedication By-Law 2013-107. The rate of reduction of Parkland Conveyance is described below. At the City's sole discretion, if a waterfront property receives a scoring that is very high and the land is required as part of the Waterfront Master Plan or a Council approved trail plan, then the reduction of parkland conveyance requirements in exchange for buffer land conveyance may be increased up to a maximum exchange ratio of 1 unit of buffer area to 1 unit of parkland area.

Waterfront Access

Improving user access to the water for a wide range of waterfront based recreation activities is a critical component of all waterfront improvement projects. Over the next twenty plus years there will be increasing demand for waterfront based recreation that needs to be addressed.

Where appropriate, infrastructure and shoreline improvements to support a wide range of recreation and leisure activities along Kingston's waterfront should be considered. All appropriate waterfront activities should be considered and may include but are not limited to:

- Swimming;
- Motorized boat launch/ access;
- Small craft access;
- Fishing;
- Diving;
- Wildlife viewing;
- Kite Boarding; and,
- Ceremony, celebration and gathering.



Figure 88: (top) Windsurfing

Figure 89: (middle) Paddle boarding

Figure 90: (bottom) Power boating

Public Art

It is the intent that the Waterfront Master Plan will follow the recommendations of the Public Art Master Plan approved by Council in 2014 and the Public Art Policy approved by Council in 2015. On large civic scaled projects a public art consultant or an artist will be actively engaged with the design team in recommending the type and location of the art placement.

Any existing public art in proposed waterfront project areas will be subject to a site review and may lead to restoration, relocation or deaccession. Where appropriate new public art pieces may be considered subject to budget and approvals.



Figure 91: Sculpture titled "Time" in Breakwater Park

First Peoples

The Waterfront Master Plan will provide an inclusive approach to all proposals, design, implementation and evaluation with that of recognizing Kingston's First Peoples voice and identity in decision making.

Kingston and its surrounding shores have provided much in the way of cultural and spiritual sustenance to the Original Peoples and their Ancestors. Water is critical to the circle of life as it connects all species to the land and one another. The connection to water as the source of all life, for food and drink, as well as transport to the ocean and inland to the west, is inherently connected to all who have lived here in the past, present and will endure into the future.

As per the 2014 Provincial Policy Statement, the City of Kingston shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources. Further, this plan recommends that First Peoples be consulted throughout the waterfront planning and implementation process, to ensure the projects are respectful of First People's culture and contribute to the use and enjoyment of the waterfront for all First Peoples.

As noted in the City of Kingston Archaeological Master Plan, 2010, waterfront project nodes in archaeologically sensitive areas may require further investigation before the project can proceed, and therefore all requests for proposal documents (RFP) state that the inclusion of a First Peoples consultant should be considered as a member of the design team bid.

Cultural Heritage

Kingston's history and cultural heritage is closely tied to the waterfront. It was the stage for past industrial, commercial and maritime activities, and military events. The archaeological record is also potentially greater, particularly in the Kingston's historic inner city core and the military reserve lands around Royal Military College, and Fort Henry. Waterfront locations are also favoured spots for heritage commemorations and interpretive signage narrating the City's history.

Waterfront projects in archaeologically sensitive areas may require further investigation before work can proceed, and the appropriate expertise should be engaged on a site-by-site basis.

The City of Kingston Archaeological Master Plan, adopted by Council in 2010 and the Kingston Commemorations Strategy, adopted by Council in 2015, will guide cultural heritage planning in conjunction with the Waterfront Master Plan.



Figure 92: View of City Hall and Confederation Park from water

Conservation

The Cataraqui Region Conservation Authority (CRCA) is a non-profit community organization that provides environmental leadership and services on a regional watershed basis. The City of Kingston is one of 11 municipalities represented on the CRCA Board from across southeastern Ontario. Since its formation in 1964, the Conservation Authority has taken an active interest in Kingston's waterfront. Today the CRCA owns land on the waterfront for the purposes of conservation and recreation, provides technical advice on ecological, engineering and planning aspects, and regulates development and site alteration activities.

The Cataraqui Region Conservation Authority administers provincial legislation on development, interference with wetlands, and alteration to shorelines and watercourses. (<http://www.ontario.ca/laws/regulation/060148>). Many of the Waterfront Master Plan's projects, therefore, will be subject to CRCA's approval. The City will work with the CRCA on individual projects to facilitate the exchange of information and expertise, ensuring that the Plan's implementation:

- provides a ribbon of life across the community, with associated ecosystem benefits such as wildlife habitat and clean water;
- achieves an appropriate balance between public access/interpretation and environmental protection;
- addresses natural hazards along the waterfront, including flooding and erosion;

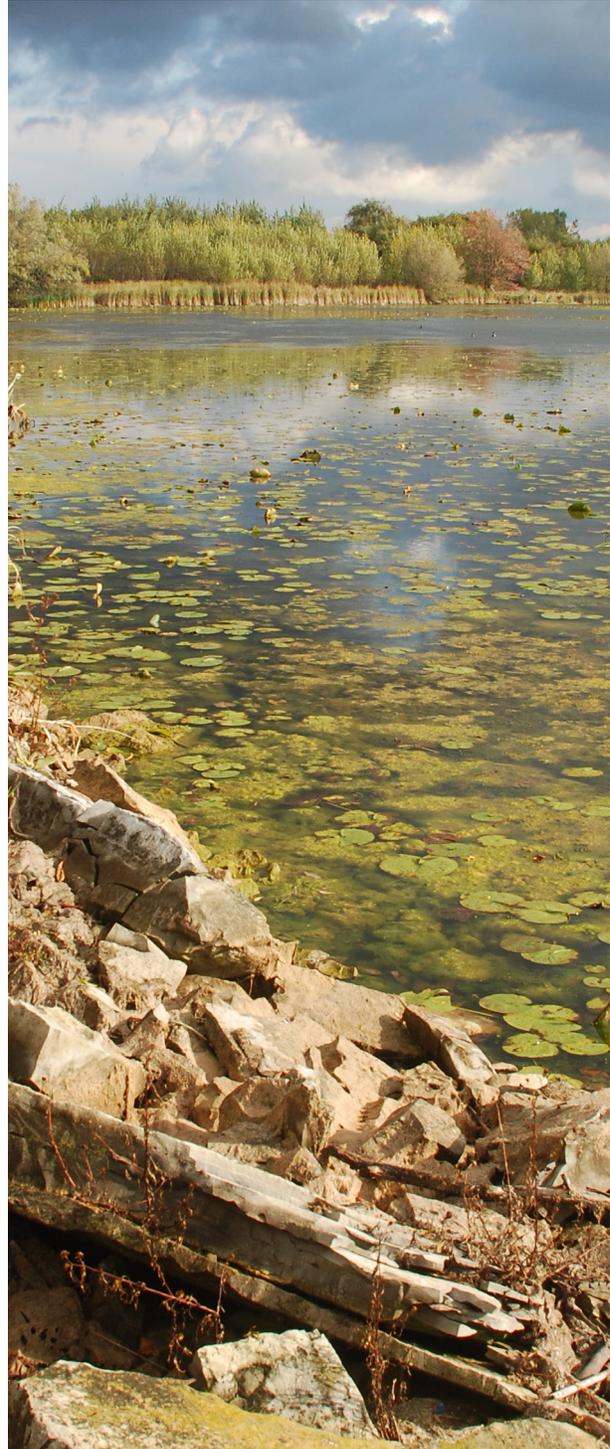


Figure 93: Cataraqui River south of Marsh

- takes a comprehensive approach to developing the various components of the plan and to integrating conservation lands in the waterfront system.

A Conservation Authority is a corporate body, formed by municipal request, under the Conservation Authorities Act of Ontario. Under this legislation, the purpose of a Conservation Authority is to further the conservation, restoration, development, and management of natural resources (excluding gas, oil, coal and minerals) in their areas.

Natural Hazards

The waterfront areas addressed by this master plan are subject to natural hazards such as flooding and erosion. As a general principle, waterfront pathways and amenities should be located outside of areas that may be subject to such hazards. The Cataraqui Region Conservation Authority (CRCA) works with the City to identify the extent of natural hazards by referring to Provincial guidelines, regional studies and site-specific coastal engineering investigations. The available information varies between Lake Ontario and the St. Lawrence River, the Cataraqui River (Rideau Canal) system and the other river and stream systems in the municipality. For some projects proposed by this master plan, natural hazards will need to be assessed for the City by a qualified professional. The CRCA refers to regional and site-specific hazards information when considering applications under Ontario Regulation 148/06 (see below) for development and site alteration near the shoreline.

On Ontario Regulation 148/06

The CRCA administers a regulation under the Ontario Conservation Authorities Act with respect to development, interference with wetlands and alterations to shorelines and watercourses. Ontario Regulation 148/06 applies throughout the master planning area. The intent of the regulation is to protect life and property from natural hazards and to avoid the degradation of waterbodies and wetlands. Permission from the Conservation Authority will be required for many of the waterfront projects that are envisioned by the Kingston Waterfront Master Plan.

Natural Heritage

Kingston's waterfront has been subject to intensive human use for more than two hundred years – despite this history, there are remaining wetlands, woodlands and natural shorelines worthy of conservation (wise use), protection and restoration. These places provide habitats for fish and wildlife – from amphibians and otters to Osprey, Peregrine Falcon and Bald Eagle. The proximity of extensive natural features to downtown Kingston creates a unique setting to celebrate.

The natural heritage of the City has been documented in the Central Cataraqui Region Natural Heritage Study (CRCA for the City of Kingston and Loyalist Township, 2006) and numerous other studies and reports.

The Official Plan (2010) calls for the community to be built "...in a manner that maintains, restores and enhances the natural heritage system within Kingston as a healthy ecosystem that will continue to sustain all life forms

over the long term." In keeping with best practice and the intent of the Official Plan, waterfront pathways and amenities in this master plan should be designed to avoid negative environmental impacts (e.g. through careful layout, use of appropriate materials, etc.). Environmental impacts will need to be assessed for the City by a qualified professional at the design stage for some projects.

Changing Climate

The climate in the Kingston area is predicted to become warmer, wetter and more variable over the next decades, continuing trends that have been observed in data from the past 50 years. This finding in the Kingston Climate Action Plan (2014) highlights the need for the City's waterfront parks and pathways to be planned and designed in a resilient, forward-thinking manner. The waterfront may be subject to variable water levels (high and low) and storms that cause flooding and erosion beyond what has been experienced in the past. Water temperatures and water quality may be affected. People may increasingly use the waterfront as a place to keep cool during summer heat waves. Winter sports such as outdoor skating may no longer be viable every year, but waterfront pathways may see increased use in all four seasons. Climate change will therefore be an important design consideration for the projects in this master plan.

Land Access

The Planning Act allows the City to acquire and hold land for the purposes of developing any feature of the approved City of Kingston Official Plan. Table 1 outlines the legally permitted options and tools available to the City of Kingston to acquire waterfront land / rights-of-use.

In particular, the Act empowers municipalities to require the dedication of lands for public parks or other public recreational purposes as conditions of planning approval for development or redevelopment (Section 42), including the division of land by plan of subdivision (Section 51.1) or consent (Section 53). The Act specifies the maximum rate at which municipalities can require parkland dedication (i.e., two percent of the land for commercial or industrial development, and for residential development, five percent of the land or one hectare for each 300 dwelling units proposed). The City of Kingston has passed a by-law under the authority of the Act (i.e., City of Kingston By-law No. 2013-107) requiring parkland dedication at specified rates at the time of development or redevelopment. At the time of development along the waterfront, the City has made it a priority to acquire lands along the water's edge through the parkland dedication process, where feasible, as per the City's 2010 Official Plan (Section 3.3.8 & 9.9.5).

Where it is not feasible to acquire waterfront lands through this Planning Act process, the City may consider the use of the additional tools such as:

1. Purchase
2. Option to purchase
3. Right-of-First-Refusal
4. Parkland dedication (Planning Act, s. 51.1)
5. Easement/Right-of-Way
6. Lease/Licence
7. Land Swap
8. Inter vivos gift (donation)
9. Testamentary disposition/bequest
10. Traditional Land Use or Regulatory Controls
11. Land Trust
12. Conservation Easement

The Waterfront Master Plan encourages access to lands through partnerships and relationship building. Expropriation and other aggressive land acquisition techniques are not supported by this plan.

For further details on the plan's land access strategy please refer to the implementation section of the plan.

| Reference | Policy # | Policy |
|--------------------------------------|----------|---|
| Secondary Plans & Evaluation Reports | 2.1.6. | In the preparation of secondary plans, and in the preparation of the evaluation reports for the Special Planning Areas and the Future Development Areas (as required in Section 2.4.11) the City will promote sustainability through: g. protection and acquisition of key waterfront properties. |
| City Initiatives | 2.1.8. | In the design and operation of City buildings, land, equipment and facilities, the City will seek to lead by example through initiatives that promote sustainability, including but not limited to: c. protection and acquisition of waterfront properties and ecologically valuable natural heritage features and areas. |
| Major Open Space /Environmental Area | 2.2.11 | The Major Open Space/Environmental Areas within the City that are shown on Schedule 2 encompass environmental areas and functions and recreation and trail resources. It contributes to the sustainability of the ecosystem by including areas that provide a respite from urban forms of development. The City will preserve this resource and augment its open space inventory in newly-developing areas, in redevelopment areas and particularly along the waterfront. Linkage areas will be of particular strategic importance in enabling the maximum use of Open Space areas as trails and walkways. The City may employ special measures including height and density bonus zoning to secure such areas for the benefit of the public. |
| Future Development Areas | 2.2.15. | The City will consider any phasing of Future Development Areas based on the strategic goals of this Plan, including: the provision of affordable housing; the procurement of increased levels of new net employment; the provision of important waterfront resources in public ownership; and, the long-term protection of sensitive environmental areas. |
| Protection of Waterfront Areas | 2.8.3. | The City recognizes its waterfront areas along Lake Ontario, the St. Lawrence River, the Great Cataraqui River and the Rideau Canal as important public resources and will acquire waterfront lands wherever and whenever it is feasible. |
| Tourism | 2.9.3. | In recognition of the many cultural heritage resources and natural heritage features and areas that attract tourists to the City, and the contribution of the tourist industry to the City's economy, the City will support a range of initiatives designed to expand the City's tourism potential, following sustainable tourism practices, including: d. enhancing boating and water-related facilities, continued acquisition and development of waterfront pathways and regional trail linkages, recreation and hospitality opportunities related to the lakefront, the Rideau Canal UNESCO World Heritage Site, and other waterfront areas. |
| Acquisition | 3.8.8 | Land for Open Space may be acquired through purchase, donation, bequest, expropriation, and the provisions of the Planning Act for parkland dedication, as outlined in Sections 3.8.13 to 3.8.17 inclusive. The City will acquire waterfront properties whenever they become available. |
| Waterfront Pathway | 10A.1.9. | The Waterfront Pathway will be extended and enhanced along Lake Ontario within the Harbour Area through public actions and public-private partnerships of easements. |

Table 1: Land Acquisition Policies
Policies which speak to the acquisition of waterfront properties and their development

| Reference | Policy # | Policy |
|------------------------|----------|--|
| Acquisition | 9.9.1. | Land within the municipality may be acquired, held, sold or exchanged by the municipality for purposes of implementing this Official Plan. Land acquisitions will be carried out in accordance with the policies of Section 3.8 of this Plan. |
| Notice of Sale of Land | 9.9.2. | Prior to the sale of land, notice of the City's intent to sell will be publicly advertised with a description of the land, any buildings or structures, and a map of the location. |
| Public Meeting | 9.9.3. | No public open space will be sold or altered without a public meeting having first been held. |
| Housing First | 9.9.4. | Land that is deemed surplus to the City's needs will be considered first for affordable housing, if the location, size, and site characteristics are appropriate for residential development, and the site is in a residential area where supporting facilities and amenities are available. |
| Shoreline Properties | 9.9.5. | The City intends to acquire waterfront lands and shoreline properties, where feasible, by purchasing them, acquiring easements or entering into agreements in order to provide for public access to the waterfront, to provide for the establishment of waterfront parklands and pathways, and to provide for shoreline and ecological protection measures. As the opportunity arises, the City intends to assist in acquisition of waterfront lands and shoreline properties with such agencies as the Federal and Provincial governments, land trusts and the Cataraqui Region Conservation Authority. |

Table 2: Land Acquisition Policies
Policies which speak to land acquisition, disposal and acquiring shoreline properties.

Waterfront Projects

The following is the proposed project work list derived from the design and consulting process. With 280 kilometres of shoreline, it is a substantial list requiring significant resources for implementation. Similar to the public engagement process, the projects for discussion purposes are organized into their respective focus areas. For details pertaining to implementation of these projects in regards to priority and budget, please refer to Volume 3 of this plan.

The following is a brief introduction of each Focus Area. For greater detail on each project, please refer to Appendix B.

Given the large geographical range of the study, the focus areas have been divided into urban waterfront, Lake Ontario rural waterfronts and north rural waterfronts (urban and rural):

Urban Waterfronts (FA1, FA3, FA4, FA5, FA6)

- Approximately 108 kilometres of waterfront within Kingston's urban boundary;
- 120 projects;
- Intent is for full connectivity from Collins Bay to Treasure Island;
- 'Full Connectivity' means a physical connection via an on or off road path connection;

Rural Waterfronts (FA2)

- Approximately 172 kilometres of waterfront outside of Kingston's urban boundary;
- 18 projects;
- Intent is to provide nodal connectivity to waterfront at key destinations; and,
- 'Nodal connectivity' is waterfront access at key locations and may include picnicking areas, boat launches, trails and waterfront viewing.



Figure 94: (top) Crawford Wharf - Downtown
Figure 95: (middle) Royal Military College
Figure 96: (bottom) Channel View Park

Focus Area 1

Thirty seven projects have been identified in Focus Area #1 which extends from the LaSalle Causeway north to Kingston Mills on both sides of the Cataraqui River. This Focus Area has the distinction of being very urban at the south end transitioning to a more rural character at the north end.

Overall Design Intent

The projects in this Focus Area concentrate on creating a fully connected waterfront pathway network linking a series of parks and public open spaces to provide waterfront access. Improving views of the River, the Cataraqui Marsh and enhancing the connections to the downtown are also important aspects of the plan.

Key Projects

Some of the key waterfront destinations in this focus area include:

- Douglas R. Fluhrer Park;
- Molly Brant Park;
- Emma Martin Park;
- Tannery Lands future development site;
- Belle Park;
- Kingston Mills locks;
- MacLean Trails Park;
- Lilla Burke Park

To Consider

Highway 401, the rail line and significant sections of privately owned waterfront are key obstacles in creating a complete waterfront

pathway network. This will require portions of the waterfront to be linked through a series of signed, on-road routes to create a connected waterfront.

The topography on the east side of the Cataraqui south of Kingston Mills will also need to be carefully considered in the planning and design of pathways.

The Tannery Lands have the potential to be a key component of this Focus Area. The City should ensure future development of this section of waterfront protects for a public access and create a connected pathway north to south.

The potential of a third crossing of the Cataraqui at John Counter Boulevard also has the potential to influence the design and implementation of this Focus Area with waterfront improvements anticipated at either end of the bridge structure.

Table 3:(facing page) Project list for Focus Area #1

| Focus Area #1 Projects | | City Owned |
|------------------------|---|------------|
| 1.01 | LaSalle Causeway - enhanced pedestrian access / crossing | |
| 1.02 | Create Connection from causeway to Anglin Lot (@ DND Lands) | |
| 1.03 | Sidewalk from LaSalle Causeway to King St. | City |
| 1.04 | Enhanced Connection from Armes Square to Anglin Bay | |
| 1.05 | Anglin Parking Lot Connection (buffered pedestrian route - shore edge) | City |
| 1.06 | Wellington Street Sidewalk (both sides Bay Street to Douglas Fluhrer Park) | City |
| 1.07 | Anglin Bay Bridge (From Frontenac Village to Douglas R. Fluhrer Park) | |
| 1.08 | Douglas R. Fluhrer Park | City |
| 1.09 | Molly Brant Park (From north end of DFP to Molly Brant Point) | City |
| 1.10 | Emma Martin Park | City |
| 1.11 | Public Works Lands Connection Lookout (By River St. Pumping Station) | City |
| 1.12 | Tannery Lands (River Edge) | |
| 1.13 | Land Bridge connection from Tannery to Belle Park | |
| 1.14 | Belle Park Pathway Improvements (Periphery) | City |
| 1.15 | Belle Park Lookout | City |
| 1.16 | Village Apartments Pathway Improvements (waterside path) | |
| 1.17 | Third Crossing Landscape Improvements (at future bridge abutments) | City |
| 1.18 | Newmarket Lane Pathway Improvements (connect to outer station lookout) | |
| 1.19 | Railway Underpass Pathway Connection | |
| 1.20 | Create Connection (East of Montreal) from Underpass to Greer | |
| 1.21 | On Street Connection from Greer to Sutherland Dr. Park | City |
| 1.22 | Sutherland Drive Park | City |
| 1.23 | Pathway Connecting Sutherland Dr. Park to Highway 401 Crossing (edge of escarpment) | |
| 1.24 | West 401 Crossing (at Montreal Street) | |
| 1.25 | Carpool Lot to Battersea South Pathway (Montreal / 401) | |
| 1.26 | On Road link via Kingston Mills Rd. to Locks | City |
| 1.27 | Kingston Mills Locks Improvements | |
| 1.28 | Pathway connection south of Kingston Mills Road to 401 (East side canal) | |
| 1.29 | East 401 Crossing | |
| 1.30 | Pathway Connections south of 401 (east side to quarry) | |
| 1.31 | MacLean Trails Park | City |
| 1.32 | Lilla Burke Park | City |
| 1.33 | Former Rideau Marina Redevelopment | |
| 1.34 | 100 Foot Park | City |
| 1.35 | Highway 15 Onroad Link from 100 Foot Park to Craftsman Blvd | City |
| 1.36 | Highway 15 Roadside Lookout (north of Barrielfield) on west side @Craftsman | City |
| 1.37 | Green Bay Open Space (North of James St. at point) | |

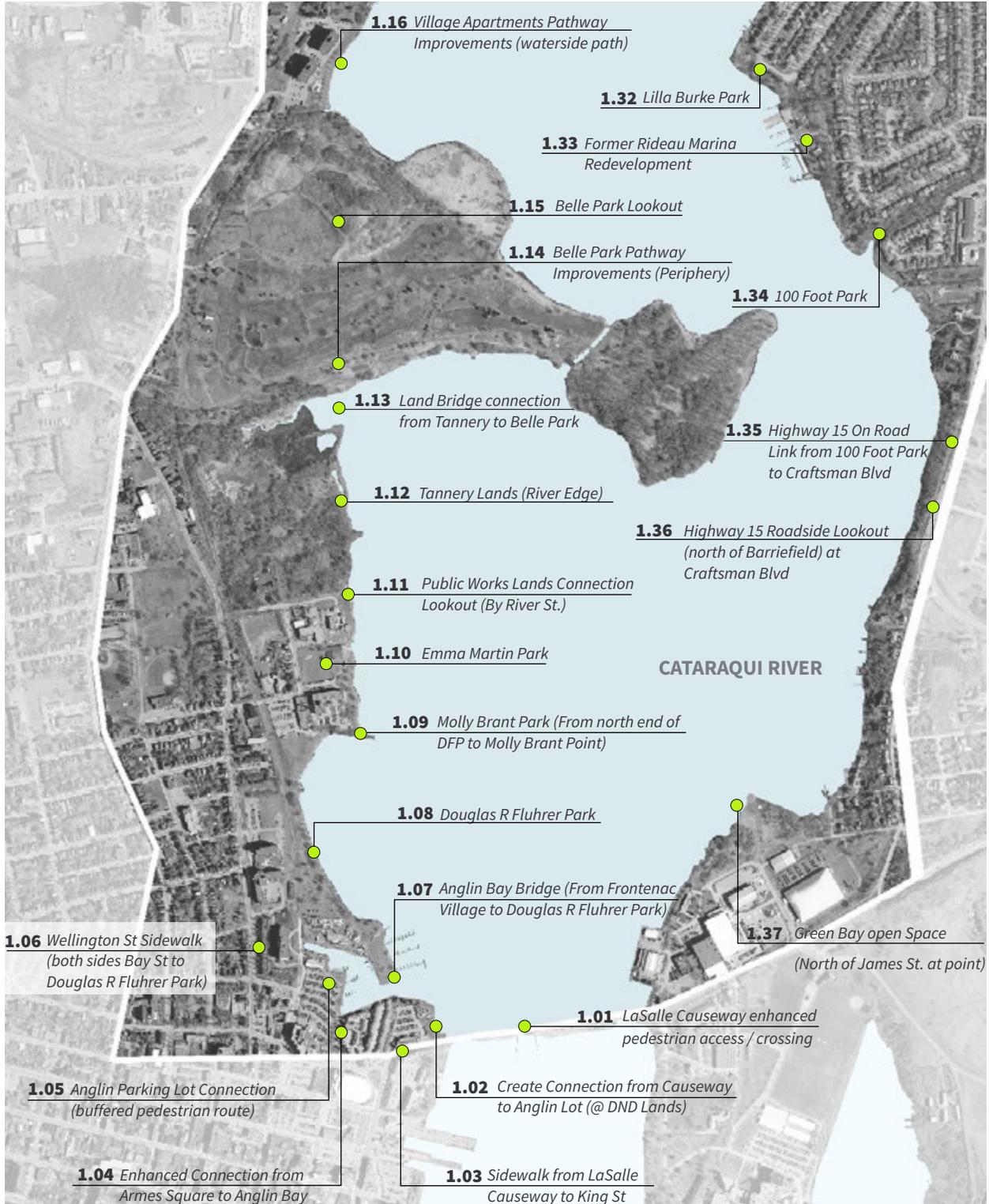


Figure 97: (both pages) Focus Area #1 project locations

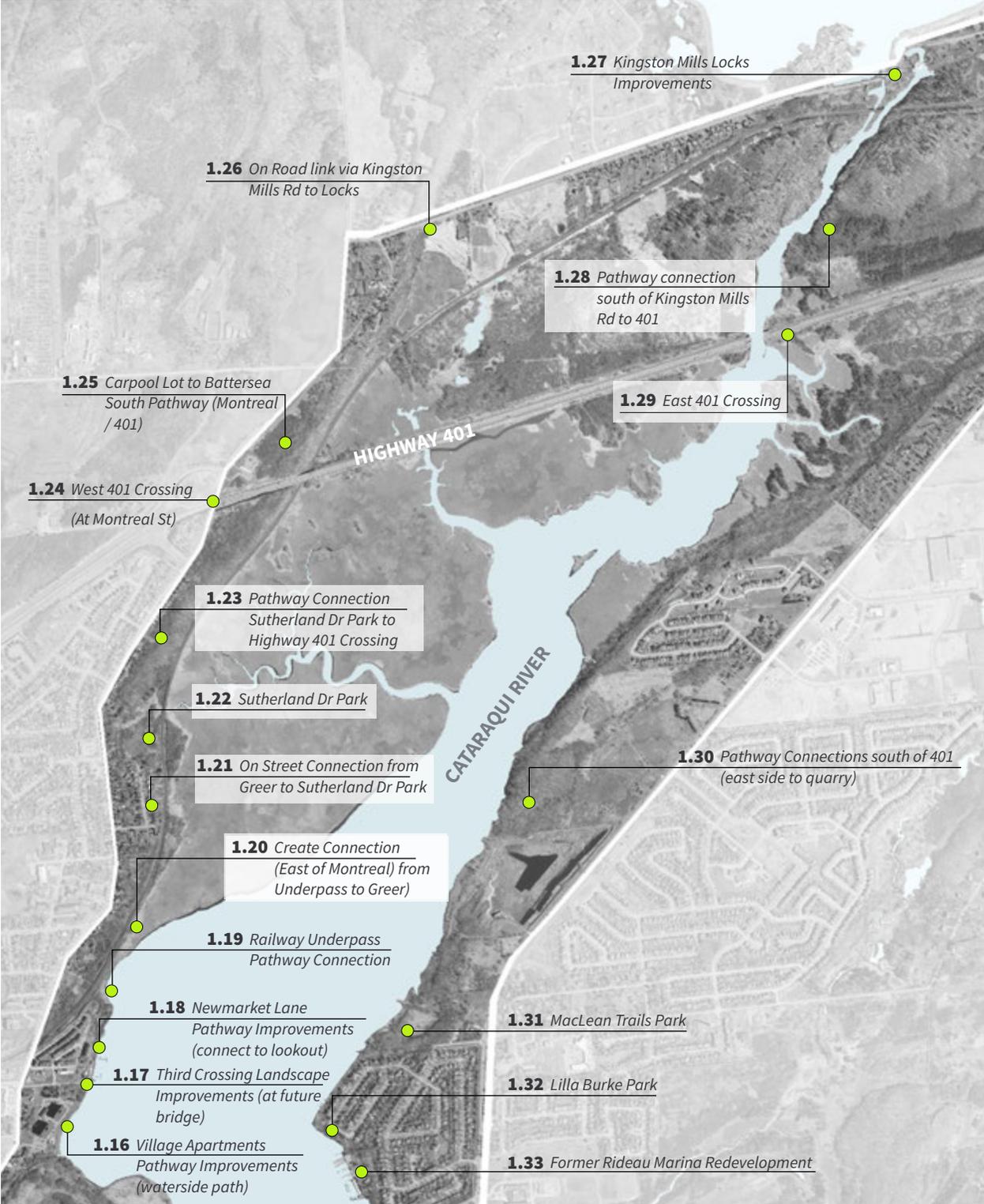




Figure 98: (top) Douglas R. Fluhrer Park Existing Condition

Figure 99: (bottom) Douglas R. Fluhrer Park Conceptual Rendering



Figure 100: Precedent Images for Focus Area #1

Focus Area 2

Eighteen projects have been identified in Focus Area #2 extending from Kingston Mills Locks to Broads Bay along the Rideau Canal and from Treasure Island East to the eastern boundary of Kingston on the St. Lawrence River. Little Collins Lake and Loughborough Lake are also included in this Focus Area which is centred around the rural waterfronts of Kingston.

Overall Design Intent

Due to the size of this Focus Area and the long expanses of privately owned waterfront, the intent of the projects in this Focus Area is to provide nodal access at key waterfront destinations. Opportunities for improving existing boat launches and introducing new boat launches where possible are key considerations in the planning of the waterfront.

Opportunities for linkages and waterfront park development as part of new development offers potential for improving linkages and public access.

Key Projects

Most of the projects are focused on improvements at existing City owned parcels to provide improved access to the waterfront. Some of the key projects include:

- Cecil & Wilma Graham Park;
- Jarvis Open Space;
- Colonel By Park;
- Edenwood Park; and,
- Grass Creek Park.

To Consider

Significant sections of privately owned waterfront are key obstacles in creating a complete waterfront pathway network. The under utilized City Park of Cecil & Wilma Graham, coupled with adjacent Provincially owned land provide an excellent opportunity to create a new premier destination park for the community.

In 2013, community consultation and subsequent Master Plan for Grass Creek Park was completed which sets the framework for future improvements of this key waterfront park.

Many of the other proposed projects have potential to address the need for more access for both power boating and/or small craft launch. This includes Jarvis Open Space, Channel View Park, English Landing Park, Little Collins Lake Small Craft Launch, and Leo Lake. As with all potential boat launch sites, there will need to be careful consideration regarding shoreline conditions, safe entry, and sufficient space for parking,

| Focus Area #2 Projects | | City Owned |
|------------------------|---|------------|
| 2.01 | Kingston Mills Locks North Dock | |
| 2.02 | Southern Colonel By Lake Waterfront Path (East of Eden Valley Open Space) | |
| 2.03 | Northern Colonel By Lake Waterfront Path (South of Edenwood Park) | |
| 2.04 | Edenwood Park | City |
| 2.05 | Aragon Road Boat Launch (roadside at Colonel By Lake) | |
| 2.06 | Cecil & Wilma Graham Park (Aragon Rd) | |
| 2.07 | Jarvis Open Space (end of Jarvis Road) | City |
| 2.08 | Colonel By Park | City |
| 2.09 | Lookout on Treasure Island Causeway (at causeway) | City |
| 2.10 | Madoma Community Centre | City |
| 2.11 | Channel View Park | City |
| 2.12 | English Landing Park | City |
| 2.13 | Grass Creek Park | City |
| 2.14 | Rawsons Point (known as Grass Creek Island) | |
| 2.15 | Riverwood Park | City |
| 2.16 | Little Collins Lake Small Craft Access (East side - Perth Rd) | City |
| 2.17 | Loughborough Lake Boat Launch (winter fishing access + snowmobile access) | City |
| 2.18 | Leo Lake | |

Table 4: Project list for Focus Area #2

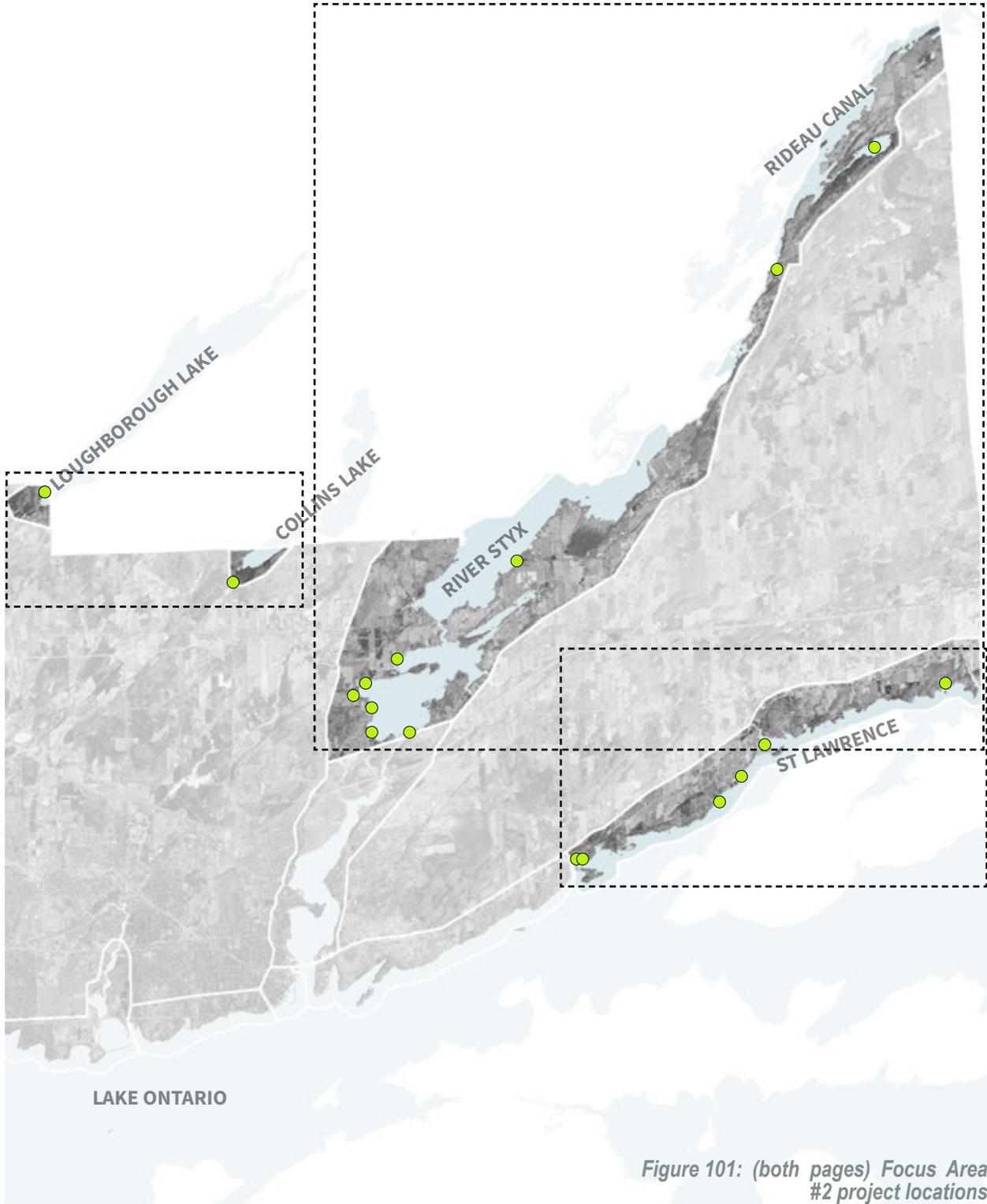
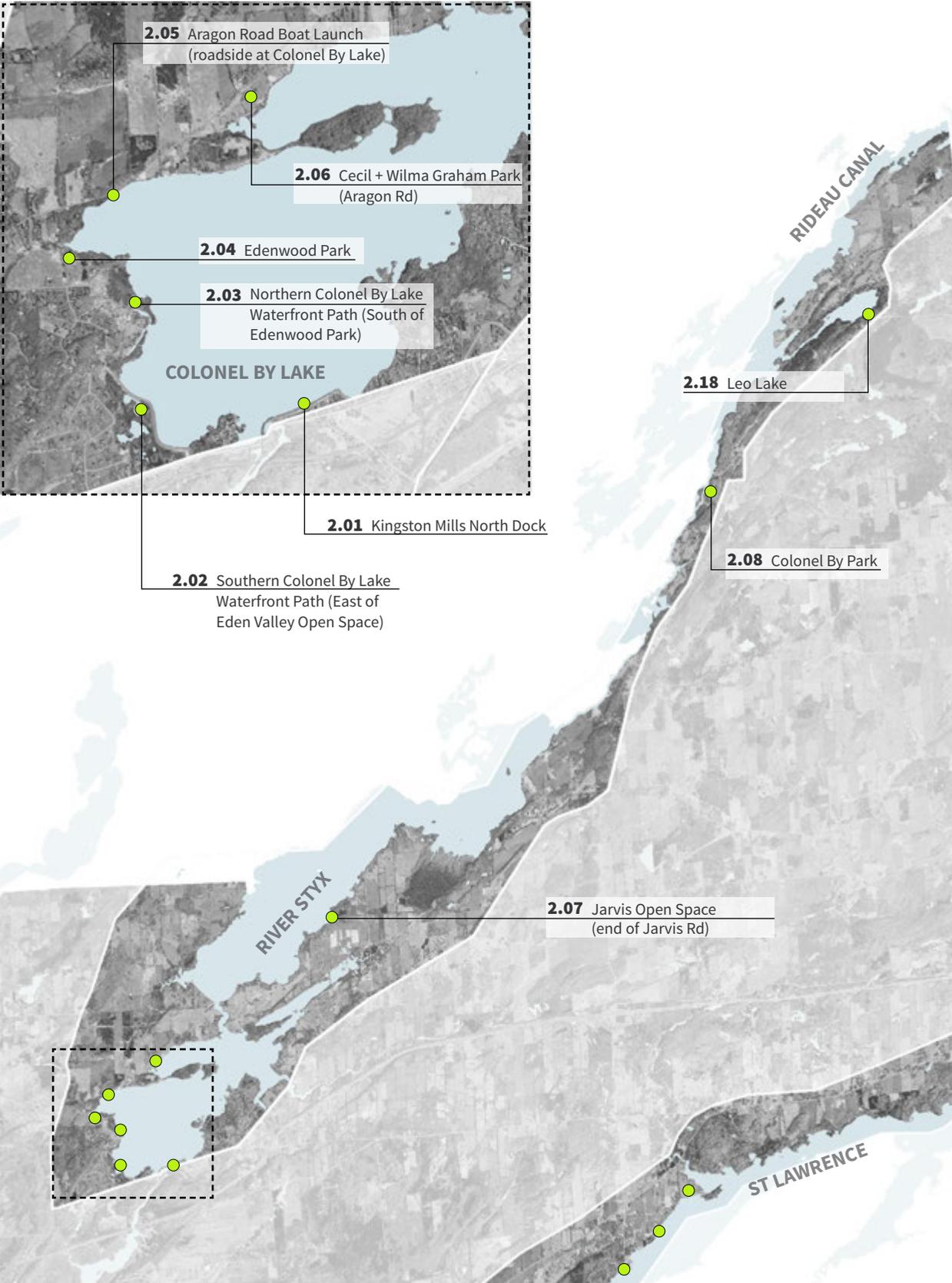


Figure 101: (both pages) Focus Area #2 project locations



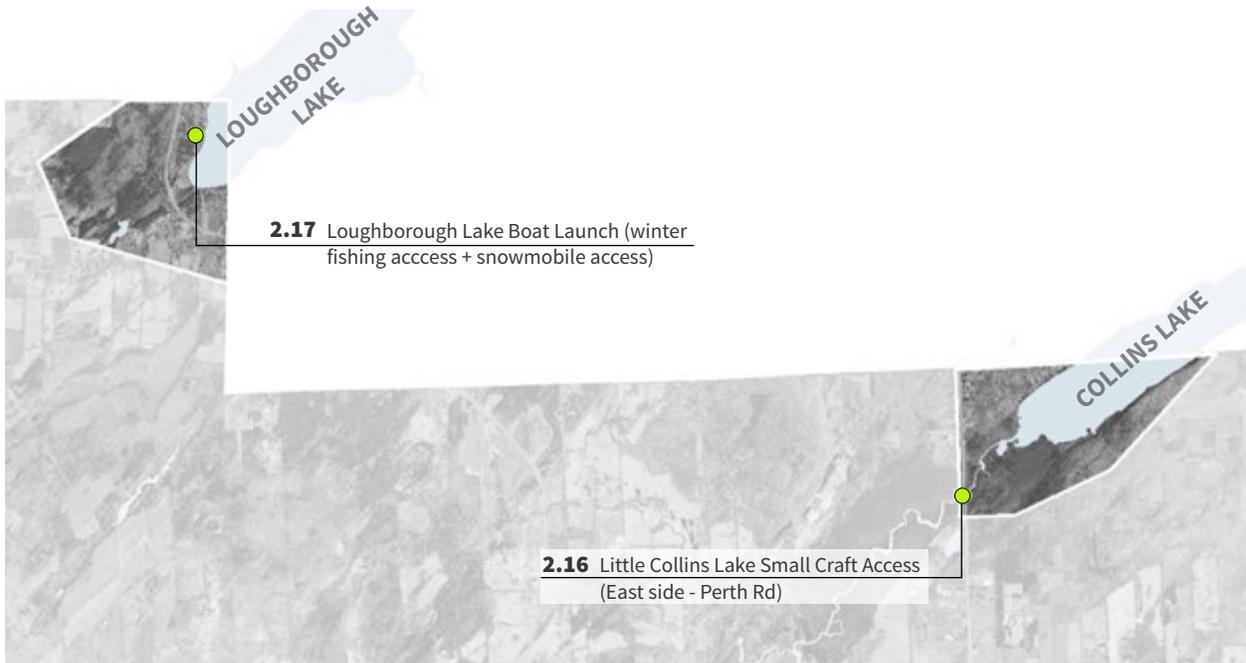
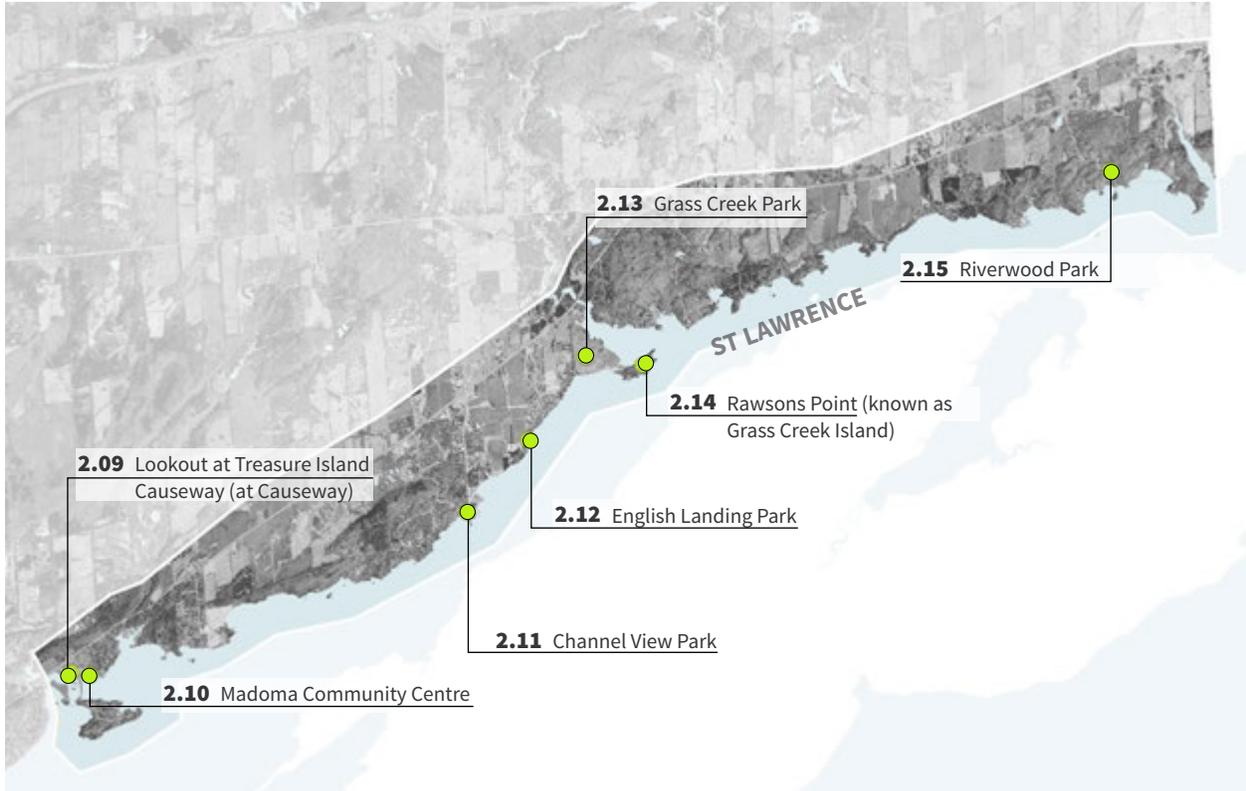


Figure 102: Focus Area #2 project locations

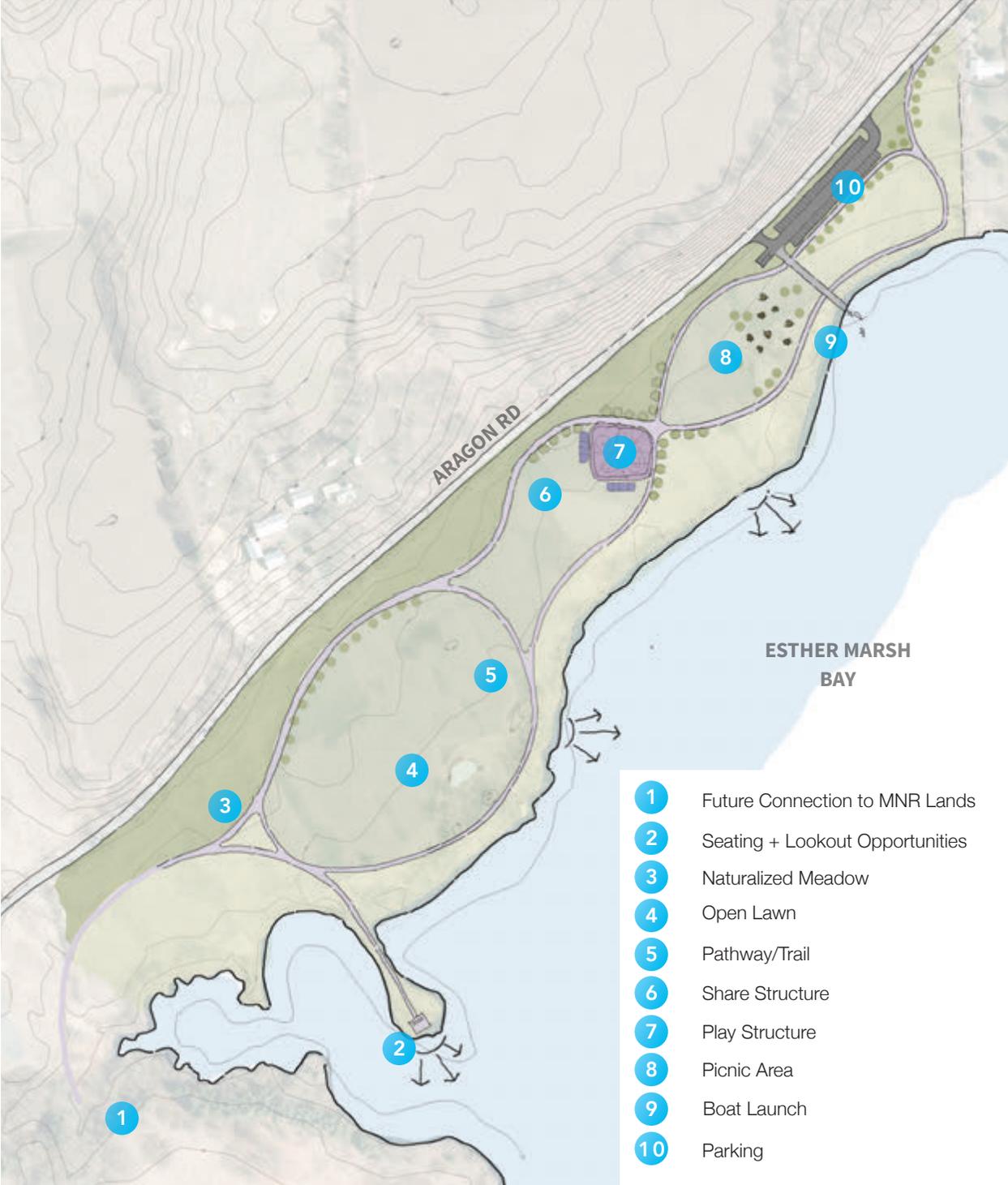


Figure 103: Preliminary Concept for Cecil and Wilma Graham Park





Figure 104: (both sides) Precedent Images for Focus Area #2

Focus Area 3

Twenty seven projects have been identified in Focus Area #3 extending from Collins Bay to Elevator Bay along the western portion of Kingston's Waterfront on Lake Ontario.

The Farm south of Lemoine Point Conservation Area and the waterfront around Sand Bay on the Invista Property are two key privately owned pieces which could significantly improve waterfront access in this Focus Area.

Overall Design Intent

The intent is to create a fully connected waterfront. These projects are composed of a range of project types from improvements to existing City parks, connections through privately owned parcels, lands owned by public agencies, on road connections, and future development parcels.

A significant portion of this focus area includes established communities with smaller residential lots with water frontage. In these areas an on road route has been established to link sections of publicly owned waterfront.

Key Projects

Key projects in this Focus Area include:

- Rotary Park;
- Lemoine Point Conservation Area,
- Horesy Bay Parkette;
- Crerar Park; and,
- Patterson Park.

To Consider

Privately owned waterfront and on street connections are key obstacles/opportunities for cooperation in creating a complete waterfront pathway network in this area.

| Focus Area #3 Projects | | City Owned |
|-------------------------------|--|-------------------|
| 3.01 | Arthur Lower Park (at Homeward Ave and Bath Rd) | City |
| 3.02 | Collins Bay Open Space (at Rankin Cres and Bath Rd.) | City |
| 3.03 | Collins Bay Boat Launch (Phase 2) | City |
| 3.04 | Collins Bay Road Right of Way Waterfront Access | City |
| 3.05 | Bath Road Bridge Connection (Bayridge Drive) | City |
| 3.06 | Coverdale Drive On Street Pathway (Southside) | City |
| 3.07 | Rotary Park | City |
| 3.08 | Lemoine Conservation Area | |
| 3.09 | Waterfront Pathway Connection -From Lemoine Point to Front Rd. | |
| 3.10 | Front Rd Path on Street Pathway (Lemoine to Smugglers Cove) | City |
| 3.11 | Smugglers Cove (Old Front Rd. and Front Rd - west end) | City |
| 3.12 | Old Front Rd Path on Street Pathway | City |
| 3.13 | Horsey Bay Parkette (at Bayridge and Front Rd.) | City |
| 3.14 | Lakeland Point Drive on Street Pathway | City |
| 3.15 | Reddendale On Road Path (Front Rd to Patterson Park) | City |
| 3.16 | Private Park (Between 39 and 41 Lakeland Point Drive) | |
| 3.17 | Everitt Park | City |
| 3.18 | Private Park (18 Lakeshore Blvd) "No Dog" Park | |
| 3.19 | Crerar Park | City |
| 3.20 | Patterson Park | City |
| 3.21 | Sand Bay (Behind Invista) | City |
| 3.22 | Cataraqui Bay Breakwater | |
| 3.23 | Front Road Causeway (west end by Invista) | City |
| 3.24 | Little Cataraqui Marsh Pathway West (CSC Lands) | |
| 3.25 | Greenview Drive Pathway Connection (By Apartments) | |
| 3.26 | Rideau Trail: Little Cataraqui Marsh Pathway (East) | City |
| 3.27 | Elevator Bay Pier (South End) | |

Table 5: Project list for Focus Area #3



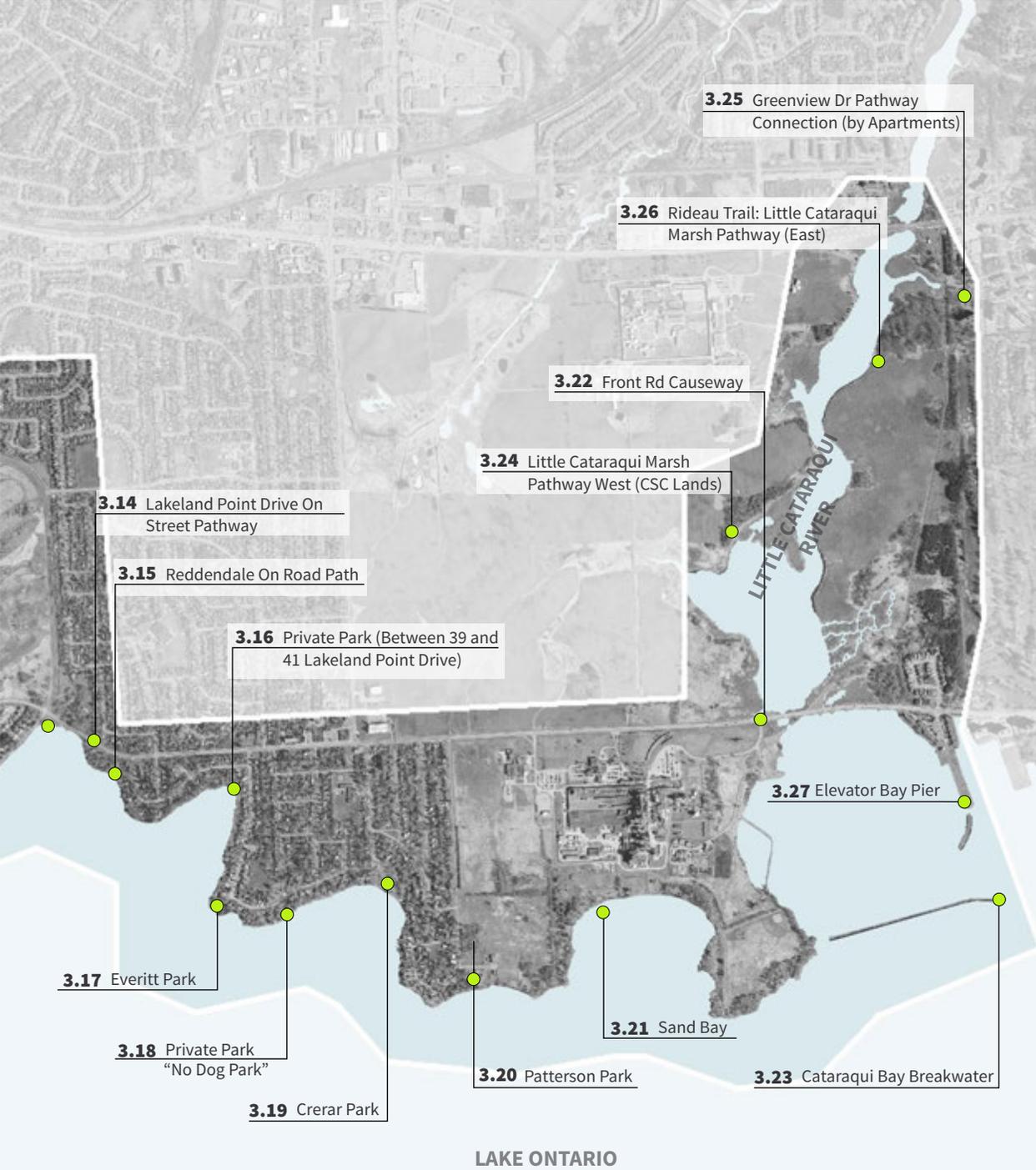


Figure 105: (both pages) Focus Area #3 project locations



*Figure 106: (top) Lemoine Point Existing Conditions
Figure 107: (bottom) Lemoine Point Conceptual Rendering*



Figure 108: Precedent Images for Focus Area #2

Focus Area 4

Thirteen projects have been identified in Focus Area #4 which extends from Elevator Bay to Emily Street on Lake Ontario just west of downtown.

Overall Design Intent

The projects in this Focus Area concentrate on creating a connected waterfront pathway network linking a series of parks and public open spaces. While a significant portion of this Focus Area is already publicly accessible, the proposed projects look to complete connections and enhance some of Kingston's popular waterfront destinations.

Key Projects

Some of the key waterfront destinations in this focus area include:

- Breakwater Park;
- Portsmouth Olympic Harbour;
- Kingston Penitentiary;
- Macdonald Park; and,
- Richardson Beach.

To Consider

A number of privately and Federally owned waterfront parcels are key obstacles in creating a complete waterfront pathway network through this section of the Lake Ontario shoreline west of Downtown.

The Breakwater Park Master Plan was completed in 2013 and contract documents completed in 2014 making this project a logical first step in

implementing the vision for this Focus Area as well as the entire waterfront master plan.

While the former Kingston Penitentiary site is currently a barrier to creating a continuous waterfront pathway, there is an opportunity for any future plans for this site to incorporate public access to the waterfront and provide a link between Portsmouth Olympic Harbour and the Alwington community to the east.

Further east a link to the recently completed J.K. Tett Centre will better integrate it within the community. Further east Macdonald Park and the Kingston Central Heating Plant are in need of some enhancements and reconfiguration by reorganizing parking and relocating the hospital's helicopter landing pad to improve the user experience adjacent to the water's edge.



Figure 109: (both sides) Precedent Images for Focus Area #4

| Focus Area #4 Projects | | City Owned |
|-------------------------------|---|-------------------|
| 4.01 | Improved Connection through Providence Continuing Care Centre (Behind Hospital) | |
| 4.02 | Transport Canada Coal Dock (at Lakewatch Lane) | |
| 4.03 | Portsmouth Olympic Harbour | |
| 4.04 | Kingston Penitentiary (Foot of Sir John A. Macdonald Blvd) | |
| 4.05 | King Street West Sidewalk (South Side from Penitentiary to Breakwater Park) | City |
| 4.06 | Sidewalk in Alwington Place King St. to CSC St. Helens) | City |
| 4.07 | Correction Canada Property - Pathway link Alwington to Tett (thorough St. Helens) | |
| 4.08 | J.K. Tett Centre Pathway link | |
| 4.09 | Breakwater Park (2013 Master Plan) | City |
| 4.10 | Kingston Central Heating Plant (southside) | |
| 4.11 | Macdonald Park | City |
| 4.12 | Richardson Beach | City |
| 4.13 | On Road Pathway - Emily St. to Simcoe Street via King | City |

Table 6: Project list for Focus Area #4

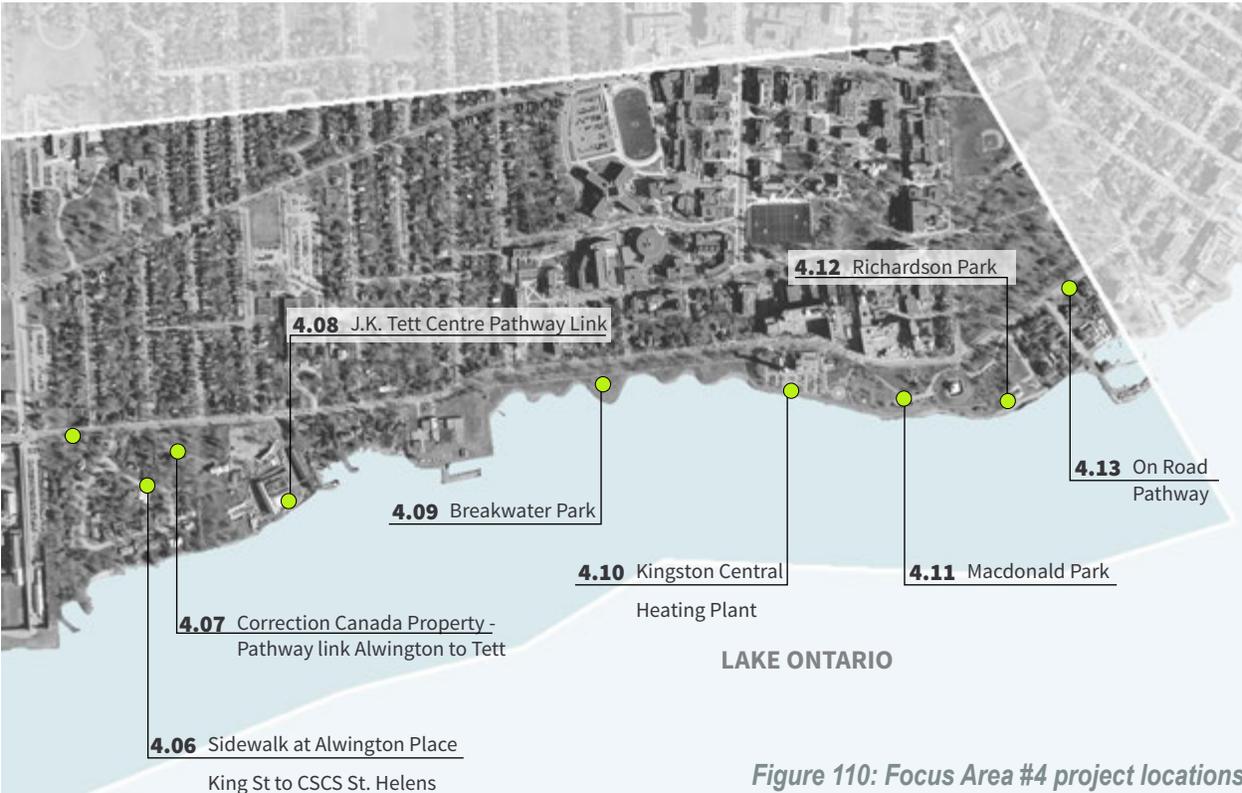


Figure 110: Focus Area #4 project locations



*Figure 111: (top) Richardson Beach Existing Conditions
Figure 112: (bottom) Richardson Beach Conceptual Rendering*



Figure 113: Precedent Images for Focus Area #4

Focus Area 5

Twenty four projects have been identified in Focus Area #5 which is the Downtown Core of Kingston. This focus area extends from Simcoe Street to the Wolf Island Ferry Terminal.

Overall Design Intent

The projects in this Focus Area are linked along the existing waterfront pathway which is proposed for upgrades as a component of a number of the projects. Possible improvements include:

- Widening of pathway to create a promenade which facilitates multi-use;
- Enhancements to piers;
- Bridge connections between piers;
- Enhanced connections between sections of pathway; and,
- Enhancements to existing waterfront parks and spaces.

Key Projects

Some of the key proposed waterfront projects in this Focus Area include:

- Confederation Basin Breakwater to provide access and view of the City and Lake Ontario;
- Delta Hotel Perimeter Walkway Enhancements;
- Revitalization of Confederation Park to facilitate use for large gatherings and festivals; and,
- Improvements to An Gorta Mor Park, Navy Memorial Park, and Battery Park.

To Consider

Privately owned waterfront and on street connections are key obstacles/opportunities for cooperation in creating a complete waterfront pathway network in this area. Access to many parcels may take a significant period of time requiring the planning process to begin as soon as possible. In many instances there will likely be gaps in the network that will need to be addressed through alternative routing over the short and medium term until such time that access is realized.

Many of the proposed projects in this Focus Area are relatively small and in close proximity to one another. Therefore, many of these projects should be designed and considered for implementation as one project or as a phased project to ensure consistency in design and to capitalize on potential efficiencies.

The projects in this Focus Area also have a direct connection to the water and boating activities. Boaters need to be carefully consulted and access requirements considered in the planning of this area. In particular the proposed pedestrian bridges need to accommodate access for boaters to docking space. In addition, opportunities for docking of larger ships / deeper water should be investigated.



Figure 114: Precedent Images for Focus Area #5

| Focus Area #5 Projects | | City Owned |
|-------------------------------|--|-------------------|
| 5.01 | Waterfront Pathway Connection Simcoe St. to West St. | City |
| 5.02 | West Street Boat Launch | City |
| 5.03 | An Gorta Mor Park | City |
| 5.04 | Pump House Steam Museum Pathway Improvements | City |
| 5.05 | Pathway connecting Pump House Museum to Lower Union (Shipyards Apt) | City |
| 5.06 | Lower Union Parking Reconfiguration (Marine Museum Ontario St.) | City |
| 5.07 | Lower Union Pier Enhancements (vacant) | |
| 5.08 | Navy Memorial Park | City |
| 5.09 | Pedestrian Feature Bridge (Lower Union Pier to Marine Museum) | |
| 5.10 | Marine Museum Promenade and Park (south of Marine Museum) | City |
| 5.11 | Gore Street Enhancement and Lookout (foot of Gore St. at Battery) | City |
| 5.12 | Battery Park | City |
| 5.13 | Confederation Basin Breakwater | |
| 5.14 | Confederation Basin Marina | |
| 5.15 | Waterfront Promenade Improvements (William St to Johnson St. behind Landmark) | City |
| 5.16 | Pedestrian Feature Bridge (Battery Park to Delta Hotel) | |
| 5.17 | Delta Hotel Perimeter Walkway Enhancements | |
| 5.18 | Clarence Street Enhancements (Parking and Sidewalk Enhancements) | City |
| 5.19 | Confederation Park | City |
| 5.20 | Crawford Wharf (Tour Boat Area) | City |
| 5.21 | Holiday Inn | |
| 5.22 | Waterfront Promenade (Princess Street to Queen Street Pier / Parking Lot at Holiday Inn) | |
| 5.23 | Queen Street Pier Promenade | |
| 5.24 | Wolfe Island Ferry Terminal | |

Table 7: Project list for Focus Area #5



Figure 115: Focus Area #5 project locations



Figure 116: (top) Confederation Basin Breakwater Existing Conditions

Figure 117: (bottom) Confederation Basin Breakwater Conceptual Rendering



Figure 118: (top) Confederation Park Existing Conditions

Figure 119: (bottom) Confederation Park Conceptual Rendering



*Figure 120: (top) Delta Hotel Existing Conditions
Figure 121: (bottom) Delta Hotel Conceptual Rendering*



Figure 122: (top) Behind Landmark Existing Conditions
Figure 123: (bottom) Behind Landmark Conceptual Rendering

Focus Area 6

Nineteen projects have been identified in Focus Area #6 which extends west of downtown along the shoreline of Lake Ontario and the St. Lawrence. A large proportion of this Focus Area are lands under ownership of the Department of National Defense and private estate residential.

Overall Design Intent

The design intent is to create a fully connected waterfront from the LaSalle Causeway to Treasure Island linking many of the area's parks and open spaces along the way.

Key Projects

Some of the key proposed projects in this Focus Area include:

- Walkway around the edge of the Royal Military College;
- Fort Henry Waterfront Pathway around Navy Bay;
- Walkway on Fort Henry; and,
- Various pathway connections linking existing neighbourhoods.

To Consider

A number of privately owned waterfront parcels are key obstacles in creating a complete waterfront pathway network through this section along the Lake Ontario shoreline. Access to many parcels may take a significant period of time requiring the planning process to begin as soon as possible. In many instances there will likely be gaps in the network that will need to be addressed through alternative routing over

the short and medium term until such time that access is realized.

In some instances informal access is already provided. In these locations a more formalized agreement could be a first step to improve connections and plan for future pathway improvements.

In sections owned by the Department of National Defense, consideration for security and the option to restrict access if needed must be considered in the design. Respecting the cultural heritage will also need to be carefully considered in the design process.



Figure 124: Precedent Images for Focus Area #5

| Focus Area #6 Projects | | City Owned |
|-------------------------------|--|-------------------|
| 6.01 | Wolfe Island Ferry to LaSalle Causeway (sidewalk improvements) | |
| 6.02 | RMC Waterfront Promenade (around edge of RMC) | |
| 6.03 | Fort Henry Waterfront Pathway (around Navy Bay) | |
| 6.04 | Fort Henry Walkways (by Fort on point) | |
| 6.05 | Deadmans' Bay Pathway Martello to DND lands) | |
| 6.06 | Arrowhead Beach Park | |
| 6.07 | Pathway connecting Arrowhead Beach to LaSalle Blvd | |
| 6.08 | Ravensview Park | City |
| 6.09 | Pathway connecting LaSalle Blvd to McKnight Rd | |
| 6.10 | Sibbit Park | City |
| 6.11 | Pathway connecting Sibbit Ave to Greensboro Ave | |
| 6.12 | Faircrest Park | City |
| 6.13 | Riverside Waterside Park | City |
| 6.14 | Pathway connecting Concord Dr. to King Pitt Rd | |
| 6.15 | Pathway connecting Glenn Lawrence Cres. to Milton Ave (through woodlot) | |
| 6.16 | Milton Connection (vacant subdivision lot / woodlot) | |
| 6.17 | Milton Lookout Park | City |
| 6.18 | Esplanade Park | City |
| 6.19 | Esplanade to Hwy 2 Fishing Platform - Abbey Dawn and Highway 2 (N.E. Side) | City |

Table 8: Project list for Focus Area #6



Figure 125: Focus Area #6 project locations



*Figure 126: (top) Fort Henry Existing Conditions
Figure 127:(bottom) Fort Henry Conceptual
Rendering*